1. NAME OF PROPERTY

Historic Name: Navy Yard Puget Sound

Other Name/Site Number: Bremerton Navy Yard; Puget Sound Naval Shipyard

2. LOCATION

Street & Number: _____ Not for publication: ____

City/Town: Bremerton Vicinity: ____

State: WA County: Kitsap Code: 53 Zip Code: XXXXX

3. CLASSIFICATION

Ownership of Property
Private: ___
Public-local: ___
Public-State: ___
Public-Federal: X

Category of Property
Building(s): ___
District: X
Site: ___
Structure: ___
Object: ___

Number of Resources within Property

Contributing	Noncontributing	
22	33	buildings
0	0	sites
42	13	structures
0	3	objects
64	49	Total

Number of Contributing Resources Previously Listed in the National Register: 0

Name of related multiple property listing: _____

4. STATE/FEDERAL AGENCY CERTIFICATION

As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this ____ nomination ____ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property ____ meets ____ does not meet the National Register Criteria.

_____ _____
Signature of Certifying Official Date

_____
State or Federal Agency and Bureau

In my opinion, the property ____ meets ____ does not meet the National Register criteria.

_____ _____
Signature of Commenting or Other Official Date

_____
State or Federal Agency and Bureau

5. NATIONAL PARK SERVICE CERTIFICATION

I, hereby certify that this property is:

____ Entered in the National Register _____
____ Determined eligible for the _____
National Register
____ Determined not eligible for the _____
National Register
____ Removed from the National Register _____
____ Other (explain): _____

_____ _____
Signature of Keeper Date of Action

6. FUNCTION OR USE

Historic: Defense Sub: Naval Facility

Current: Defense Sub: Naval Facility

7. DESCRIPTION

Architectural Classification: No Style

MATERIALS:
Foundation: Concrete
Walls: Concrete
Roof: Asphalt
Other Description: Brick and Asbestos siding on steel frames

Describe Present and Historic Physical Appearance.

THE SHIPYARD

Puget Sound Naval Shipyard is a large military industrial complex located in Bremerton, Washington along the north shore of Sinclair Inlet which opens to Puget Sound. This large shipyard is 1 1/2 miles in length along the shore and over a half mile in width at its greatest distance across.

The shipyard has nearly 1,000 facilities which include: (1) large and small industrial buildings and structures, such as shipfitters shops, repair shops, drydocks, piers, cranes, crane rails, railways, and tunnels; (2) supporting facilities, such as residences for officers and enlisted personnel, recreation facilities, latrines, boiler houses, electrical substations, fuel oil tanks, medical facilities, and canteens; and (3) machinery contained within the industrial buildings.

THE HISTORIC DISTRICT

The district is only a portion of the shipyard. Including both hard and submerged lands, it contains only 189 acres of the shipyard's 1347 acres. Since the shipyard is essentially a heavy industrial naval facility whose predominant significance occurred during the Second World War, the district comprises generally heavy industrial facilities directly and primarily used for large warship repair and construction during the war. The boundary was drawn to circumscribe these facilities and where it was not feasible to delete unqualified components, these were identified as non-contributing elements.

THE SURVEY

To identify the resources which would properly constitute a National Historic Landmark District, the Navy commissioned a survey to evaluate the facilities of the shipyard and determine which of them qualify for inclusion in such a district.[1] The survey included an inventory of all facilities at the yard. Each facility was covered by an inventory sheet describing its appearance and use through time; its alterations and additions; and its significance, rated as to its relationship to the primary function of the yard during World War II.

In order for a facility to qualify for inclusion as a contributing element in the district it had to be:

(1) used during World War II,

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[1] Historic Survey, Puget Sound Naval Shipyard, Bremerton, Washington. Contract N62474-85-C-9967. Prepared by Grulich Architecture and Planning Services, 707 Court A, Tacoma, WA. August 1985.

(2) substantially unchanged in appearance and use since World War II, and
(3) ordinarily, a primary industrial facility used in large ship repair.

On the following pages the resources are given numbers in parentheses. These are the facility numbers assigned by the Navy and correspond to those found on the yard map attached to this form. These facilities are also assigned the letters "S" for structure, "B" for building, or "O" for object, for ease in calculating the types of resources within the district.

CONTRIBUTING FEATURES

Figure 1 is a simplified listing of the contributing features for ease of reference and calculation of numbers of resource types.

Drydocks: These structures are perhaps the most significant features of a shipyard and obviously play a primary role in its function. All of those cited here were used extensively during World War II.

Drydock No. 1(S)(701): Originally built of wood and the first drydock at the shipyard, it was constructed in 1891 and rebuilt in 1931 when its battered stone sidewalls and concrete bed were replaced in kind. It measures 639′ long, 120′ wide, and 39′ deep. About 30′ of the original drydock remain at the south end. The drydock is in excellent condition.

Associated Facilities:

Tunnel(S)(754): Connects the drydock to Pumpwell Building (168).

Tunnel(S)(787): Connects the drydock to pumping facility in Building (52).

Tunnel(S)(760): A discharge tunnel from pumping facility in Building (52).

Pumpwell Building(B)(168): Used for pumping water between drydocks.

Subsurface Pump House and Steam Pumps: These features survive at the site of the former Utiliities Shop Building(B)(52). They functioned to water and drain the drydock; as such they are contributing structures.

Drydock No. 2(S)(702): Construction began in 1910 and concluded in 1913. Constructed of concrete sidewalls with granite-block cladding, it measures 867′ long, 145′ wide, and 46′ deep. Sidewalls are battered in multiple steps with stairways cut into the walls. In 1931 the north end was rebuilt, extended 40′, and lined with concrete. Concrete balconies have been added to support mechanical and electrical services which have been regularly modified. The drydock is surrounded by upright pipes

connected by chains. The drydock is in good condition with concrete utility platform columns showing some deterioration and exposure of reinforcing bars.

Associated Facilities:

Tunnels(S)(755) and (S)(761): Built in 1941, they are connected to Pumpwell Building (168) to water and drain the drydock.

Drydock No. 3(S)(703): Construction began in 1917 and concluded in 1919. It was constructed of concrete in a series of ribs or pilasters. A steel-clad bulkhead separates the drydock into two units of about equal dimensions. The drydock has engineering merit for its unique concept of drydock construction. The drydock edge is lined with upright stanchions linked with chains. The drydock is 927′ long, 130′ wide, and 33′ deep. It has been altered over time but its essential design remains intact. It is in poor condition.

Associated Facilities:

Pumpwell North Section(S)(773): Located below grade under a concrete slab and accessible through a steel scuttle.

Pumpwell South End(S)(357): Described in the inventory as a subterranean vault, it is accessible by manhole.

Tunnel(S)(753): Located on the west side about midway of the drydock it is connected to the pumpwell at Drydock #1.

Used for flooding and draining the drydock, these pumpwells and tunnels are contributing resources.

Drydock No. 4(S)(704): Construction began in 1938 and was completed in 1941. It was the major drydock of the yard at the outbreak of World War II. It is 998′ long, 147′ wide, and 54′ deep. It has a concrete lining with access stairs recessed into the wall. Except for some minor cracking and ordinary upgrading of mechanicals and utilities, the drydock has not changed since its construction. The drydock is ringed by a heavy crane rail, and is a contributing resource. It is in excellent condition.

Associated Facilities:

Tunnel(S)(756): Used for flooding and drainage of the drydock.

Quay Walls(S)(693) and (S)(694): These tie the face of the drydock to Piers 3 and 4.

Drydock No. 5(S)(705): A major facility during World War II, it was constructed in 1938 in anticipation of U.S. entry into the war but was not made available for use until February 1942. It is 1030′ long, 147′ wide, and 54′ deep. Built of concrete, it is contemporary with and similar to Drydock #4 (704) except at the

north end where it was extended 30′ about 1955. Other than this extension, the physical appearance of the drydock has not changed much. It is in excellent condition.

Associated Facilities:

Tunnel(S)(756): Built in 1941, it connects Drydock #5 with Drydock #4.

Tunnel(S)(762): Connects the drydock to the sound.

These tunnels are used for flooding and discharge; as such, they are contributing resources. The drydock is ringed by two tracks of heavy crane rail. Only the first set of tracks is contributing since the second set was not constructed until about 1955.

Piers: The piers were structures of major importance to the historic functioning of the shipyard. Those which functioned during World War II and continue to retain their essential appearance and use, are described as follows:

Pier No. 3(S)(713): Constructed between 1941 and 1943, the pier is built of concrete with concrete pilings, asphalt paving, and wood fenders. It is 1451′ long and 146′ wide. It is in good condition. Although modifications have been made periodically, the pier substantially retains its original appearance. It is in good condition.

Associated Facilities:

Electric Substation(539): A rectangular concrete building 33′ x 15′ x 11′ with wood double-hung windows 6-over-6 lights. Its function is integral to the historic operation of the pier and, hence, it is a contributing resource.

Pier No. 4(S)(714): The first 720′ section of the pier was constructed in 1914; an extension of 690′ was added in 1922. The pier is 80′ wide. The pier is concrete with concrete pilings, asphalt paving, and wood fenders. Although it has been modified in minor ways through the years, its original appearance is substantially retained. It is in fair condition.

Associated Facilities:

Traveling Gantry Crane(S)(Crane No. 30): Unlike other piers, this pier does not have the heavy gauge crane track that serves much of the yard. Instead, it has a traveling gantry crane which spans the pier.

Electric Substation(B)(408): Located midway along the pier, it was constructed in 1924. It is a rectangular concrete building 56′ x 24′ x 11′ with concrete external rectangular pilasters. It has industrial steel sash, four panes high by four panes wide in paired lights.

Because the crane and electrical substation are integral to the historic function of the pier, they are contributing resources.

Pier No. 5(S)(715): Constructed in 1922, the pier is 1200′ long and 80′ wide. It is built of concrete with concrete pilings, asphalt paving, and wood fenders. Minor modifications have been made through the years since, but its essential historic appearance has been retained. It is in good condition.

Associated Facilities:

Electric Substation(B)(407): Built in 1929 of concrete with flat pilasters. It is rectangular in shape measuring 78′ x 24′ x 11′. It has steel sash windows of 16 lights, the sash usually paired.

Electric Substations(B)(554) and (B)(555): Built in 1943, they are rectangular concrete buildings 26′ x 17′ x 12′ with 12 lights in steel sash.

These three buildings are historically integral to the operation of the pier; as such, they are contributing resources.

Pier No. 6(S)(716): Constructed in 1926, the pier is a concrete deck on pilings with asphalt paving. It is 1320′ long and 100′ wide. It is in good condition and has not been altered.

Associated Facilities:

Crane #28(S)(709): This is a 250-ton stationary revolving crane. Installed on the pier in 1933, it is set atop a large steel octagonal base. The crane is 125′ high. The "tub" measures 60 feet. The boom of the crane is composed of a series of truss configurations of various kinds. A large housing is provided for cables and switching gear at the rear of the crane. The wall panels are composition board. A bridge crane is located within the machinery space. A cab is located on the underside of the boom and in front of the "tub." It is judged by the Navy's inventory to be a unique engineering structure and major feature of the shipyard.

Electric Substations(B)(420), (B)(507), and (B)(508): These are historically integral to pier operations.

Pier No. 7(S)(717): Constructed in 1943 the pier is a concrete deck on three rows of concrete pilings with wooden fender pilings on the outside. It is 731′ long and 90′ wide. It is in good condition.

Associated Facilities:

Electric Substation(B)(734): Located just off the pier at its north end.

Light Standard(S)(No facility no.): Located at the south end of the pier, it is an original fixture.

Buildings

Machine, Director, and Central Tool Shop(B)(431): The building was constructed in 1934 under the National Industrial Recovery Act and was, at that time, the largest machine shop west of the Mississippi.[2] It is 979′ x 349′ x 144′ in height (7 stories). The building has been added to in stages through 1966. Outside bays are 30′ wide and 22′ high sheds. The side bays are 55′ wide and 35′ high box-framed with modified steel Warren trusses. The central bay is 80′ wide and 90′ high with steel Warren trusses. The structure is steel-framed on 25′ bay center lines. It is extensively glazed (13′ x 16′ is typical) with industrial steel sash with pivot sections forming pilasters between the glazing areas which have cast stone sills and soldier course headers. The building is clad with brick in common bond with an "art deco" motif with cast stone coping at the top of the brick pilasters.

The central bay has metal coping over original cast stone coping. The four-foot high base is concrete. The roof is a wood deck. Much remains of the original wood block floor. The central bay has clerestories on both sides and a central monitor. The 55′ side bays have clerestories at the box faces. Glazing provides extensive natural lighting.

Only a small segment of the building was added (1966) in the post-historic period, leaving the building substantially unaltered from its World War II appearance. Since it is, and always has been, a primary industrial repair facility with its integrity substantially intact, it is included in the district as a contributing building. It is in good condition.

Foundry(B)(147): This building, constructed in 1912, measures 542′ x 122′ with several projections and is brick veneer over structural steel framing resting on a concrete base. Windows are industrial steel sash; doors are wood with wood frames. Exterior pilasters and lintels form bays of about 20′ on center corresponding to the interior structural frame. While predominantly one story, the central bay rises to two stories.

The east half of the building was added in 1939. The brick detailing is similar to the original. The roof structure of the central bay is steel Fink truss set above the exterior bay forming a clerestory.

A southwest extension was added in 1943; another on the north was added in 1939. The building is in good condition. A primary-use structure having received only minor post-historic additions and modifications, it is a contributing building.

Electrical Shop(B)(427): Built in 1931 and measuring 264′ x 252′, it was added to during the war years. The original block is two story red brick veneer on an exterior base of concrete.

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[2] Ibid., Inventory Sheet, Facility No. 431.

The windows are of industrial steel sash. The built-up roofing rests on flat Pratt steel trusses. An addition on the north side is two story with smooth asbestos siding. Windows are wood frame. Doors are mostly hollow metal. The building is in good condition.

With few exceptions the exterior has remained as it appeared at the end of World War II. Since the building's integrity is substantially intact and it was a primary-use structure, it is a contributing building in good condition.

Inside Machine Shop/Heavy Forge Shop(B)(469): Built in 1942 as a shaft forging shop, the building is steel-framed measuring 261' x 128' with a height of 64' to the ridge of the gabled Fink trusses with roof-mounted monitor glazed for clerestory lighting. The building has corrugated asbestos siding. Industrial access is through large roll-up steel doors. The floor is a concrete slab with steel plates at equipment service pits. With the exception of equipment changes the interior is original.

The building has experienced few changes since World War II. As a primary use structure experiencing no substantial dilution of its integrity, it is a contributing building in good condition.

Shipfitter and Welder Shop(B)(460): The first section of this structure to be built (1940) was the rectangular portion at the south end of the present building approximately 500' long and 170' wide. This was a steel frame structure covered with corrugated asbestos siding. The first floor is of concrete and brick; the second and third floors are concrete slabs. The building rests on a five-foot concrete base.

In 1943 the shop was enlarged three-fold by an addition to the north side almost 500' long and over 300' wide at its mid-point. This assembly bay is steel frame with corrugated asbestos siding and heavy steel decking.

The production areas of the interior underwent major alterations in 1956 with the addition of offices and a lunchroom. Wood frame partitions of gypsum wallboard were installed. Shear walls are concrete.

Despite interior modifications and 1946 addition to the east side, the building continues in its historic use and maintains its World War II appearance as a primary industrial facility. Hence, it is included in the historic district as a contributing building in good condition.

Pattern Shop(B)(59): Built in 1896 it is a 340' x 60' brick building today, having been lengthened in 1904 and again in 1922. The south third of the building is one story; the remainder is three stories. The north third is of concrete. The brick portion contains large double-hung wooden windows in wood frame with semi-circular arches at the heads. Lower sash has 20-over-20 lights with upper sash 12-over-12. The building rests on an

8-inch high concrete base. Window sills are stone. Exterior brick facing is detailed with a series of brick pilasters with capitals.

The facility was used as a pattern shop during World War II and its use and appearance have not substantially changed since that time. Since the shop retains its essential integrity and is a prime-use facility it is a contributing building. Its condition is poor.

Maintenance Ships/Miscellaneous Construction and Repair Shop (B)(58): This structure was built in 1898 and enlarged in 1938. Today it is 365′ long, 96′ wide, and 56′ high to the ridge of the gabled roof. The older section on the west is a brick structure with steel Fink trusses 24′ on center and brick exterior walls with projecting pilasters and corbelled cornice. Windows have concrete sills and soldier course headers and are wood-framed double-hung with 9-over-9 lights on upper windows and 15-over-15 in the lower. The gabled end windows are 7′ diameter round in the gables. The roof is green composition shingle. The 1938 addition has a concrete facade with industrial steel sash similar in style to Building (452).

The structure is a primary repair facility which functions as it did in World War II. Its appearance has not substantially changed since the war years, except for the removal of the skylights. Hence, it is a contributing building. Its condition is poor.

Forge Shop(B)(452): Built in 1938 it is a large rectangular structure 380′ by 90′ and 60′ high to the flat parapet line. There is a 30′ one-story office attached at the north added in 1942. The building has concrete walls with horizontal scoring at the cornice and every other mullion, steel flat Pratt trusses with gusset plates to an asymmetrical single row of steel columns 50′ east of the west wall. The northern entry is framed with fluted pilasters and lintel.

The building has vertical bands of industrial steel pivot sash spanning from a four foot high concrete sill to the cornice banding. The windows are typically 14′ wide by 44′ high with 3′ by 4′ sections of 312 14" x 20" lights. Exterior doors are folding type. The floor is wood block.

The building is in good condition, continues in its historic use, and hasn't changed substantially in appearance since the war years. Its integrity intact, it is a contributing building.

Old Administration Building and Storage(B)(78): Constructed in 1903, this structure is a four-story common bond brick building 250′ long, 90′ wide, and 64′ high to the ridge of the gabled roof. A 26′ protrusion at the extreme northwest was added in 1931. The building has arched windows on the ground floor with protruding brick base 3′ high. It has two rows of rectangular wood windows above with three ganged double-hung windows in each

bay. There are attached pilasters 18′ on center, a continuous stringer course between the first and second floors and a continuous cornice. The interior is divided into offices.

As the production administration building, this structure was the nerve center for managing the flow of work. As such it was a primary-use building. In fair condition, it has experienced only modest remodeling leaving the historic appearance of the building substantially intact. As such, it is a contributing facility.

Central Power Plant(B)(106): This plant was constructed in 1910. It is rectangular in shape and measures 273′ x 161′ and is 52′ high. It is a classical three-part composition of base, main building, and capital. It has a rusticated concrete base. The base has flat arched wood windows 7′ high by 10′ wide. Above the base is the primary structure in brick with pilasters 20′ on center, brick corners imitating a rusticated stone pattern, and "Romanesque" arched windows 10′ wide by 19′ high. Above is a continuous copper entablature with 4′ high windows above with brick cornice.

A 1939 addition to the north has a concrete base with brick walls to the original building entablature and steel framed flat roof. In 1942 the west windows were infilled with brick. In 1944 an extension 32′ x 38′ was made at the north end for electrical equipment. This concrete structure is 14′ high and has steel hopper sash. A 1971 addition has been made at the south end. The interior is a single story with concrete floor.

Providing power for the industrial operation, the power plant is integral and critical to the primary function of the yard and, not having changed its use or substantially modified its appearance from that during the war years, it is a contributing building in fair condition.

Associated Facilities:

Tunnel(S)(759): Provided salt water to a pump station. It is 135′ long and is an intrinsic feature of power house use.

Waterfront Support Facility(B)(50): Built in 1893 this structure was originally the central administrative headquarters for the shipyard. It is one of the oldest buildings at the yard. It is unusual, being the only classically designed building of the yard at that time. Designed by the Seattle architectural firm of Chamberlin and Siebrand, it is a wood-framed, hipped-roof building 88′ long x 78′ wide and 32′ high in three stories. It has beveled wood siding about 5" to weather. The building is in fair condition.

The main entry has four "Ionic" columns with pediment above. The roof has an entablature. Windows are wood double-hung with one-over-one lights and transom with cornice molding above. The interior has been substantially altered and vinyl-asbestos tile flooring installed. The stair balustrade with three balusters

per tread and the second floor's wood flooring are in fair condition.

The building has been moved several times and expanded. The original building was 60' x 50' and lengthened to the rear in 1903 retaining the style and axis of the original block. In 1946 a completely unsympathetic concrete vault was added to the west and rear. The vault is not of such size or location to destroy the overall historic appearance of the building and can be removed without fatally damaging the building.

Despite the building's being moved, altered in its interior, and insulted by the vault addition, it retains its outward appearance and is a grand structure central to the original administration of the yard and one of the oldest buildings surviving.

Drydock Portal Cranes(S)(No facility nos.):

The yard has a number of traveling heavy cranes that serve the drydocks and Piers 3, 5, 6, and 7. They move along wide gauge track and have heavy steel platforms 15' to 52' high each supported on four steel legs with steel wheels. They have large steel housings 10' x 30' x 50' often with a row of windows on a side. The capacity varies from 8.9 to 50 long tons. With the exception of cranes 35 and 76, which were acquired in the 1960s, the cranes were put into service at the yard before or during the war years.

The cranes are primary structures intrinsic to the fundamental operation of the drydocks. Those used during the war years and, therefore, contributing elements to the district are as follows: Cranes 22, 34, 42, 43, 50, 51, 53, 54, 55, 56, 57, 74, and 75.

Crane Track(S) and Rail Track(S)(No facility Nos.)

These are two independent networks and are counted as two facilities. These networks of crane track and railroad track serve the drydocks and piers. Portions of these networks were described as structures associated with specific piers and drydocks. In fact, they constitute two separate transportation systems critical to the primary industrial function of the piers and drydocks. Except for the 1955-installed crane track at Drydock #5, they were functioning during the war years.

NON-CONTRIBUTING FEATURES

The following statements are descriptions of facilities within the historic district which do not contribute to the district. They have been judged noncontributing either because they are not of primary use within the yard or were built after World War II or have lost their integrity. (There is no separate listing of non-contributing features.)

Sewage Lift No. 4(S)(804): Located near the southwest corner of Drydock #5, it was deleted from the Navy's survey as having been built after the war years.

Electric Substation "E" and Toolroom #9(S)(510): Located at the southeast end of Drydock #5; although built and enlarged during the war years, it played a minor role in the industrial activity of the yard.

Latrine(B)(523): Located on the west side of Pier #3 at its north end, the building is unrelated to the yard's industrial activity.

Riggers and Paint Shop(B)(457): Constructed in 1940 and added onto during the war years, the structure is no longer the docking gear building which was its original and wartime use. The change in use and appearance of the building make it non-contributing.

Rigger's Gear Building(B)(586): Just west of the north end of Building (457), this building was constructed after the war years.

Rigger's Gear Building(B)(579): In poor condition and located just north of Building 457, this building was constructed after the war to serve in mothballing the fleet.

Storehouse(B)(559): Located near the north end of Drydock #5 and built in 1945, the building is not a primary use structure.

Temporary Services Building(B)(582): Opposite the north end of Building (457), this shed was constructed in 1944 for cable storage.

Riggers and Waterfront Support Facility(B)(456): Just west of Drydock #4, this building was constructed in 1941. Its use and appearance have changed since the war.

Waterfront Office(B)(524): Just off the southwest corner of Drydock #4, this building was installed as a latrine during World War II.

Farragut Avenue Pipe Tunnel(S)(752): This is a street drainage tunnel.

Sewage Lift No. 6(S)(806): Located near the southeast corner of Building (431), this was installed after the war.

Kitsap Co. Bank Cash Machine(O)(896): At the southwest corner of Building (427).

Fire Station/Cafeteria/Administration Building(B)(435): Although constructed in 1936 and present at the yard during the war, its use has changed from the storehouse it was at that time. Its historic use is not of primary interest.

Elevated Covered Walkway(S)(843): An entry at the north side of the yard near the northeast corner of Building (469). The walkway is not actually in the district, but its extreme western edge is part of the boundary line at that point.

Waterfront Storage Facility(B)(418): Just east of Building (427), this structure was installed in 1928 as a temporary paint shop, becoming a print shop during the war, and now being used as a shop and storehouse.

Public Works Miscellaneous Facility(B)(166): Just east of Building (418), this building was constructed in 1912 and housed an everchanging series of minor functions.

Storehouse and Washroom(B)(287): Directly north of Building (166), this building was constructed in 1918 as a washroom and lunchroom. During the war it served as a washroom and locker-room. Today it houses offices.

Shot Blast Building(B)(423): Near the southwest corner of Building (147), this structure was installed in 1929. Its use was a minor function of the industrial activity.

Sand and Scrap Bins(S)(605): Of incidental use, this building was installed after the war.

East Air Compressor Building(B)(923): This building, located east of the south end of Drydock #1, was deleted from the Navy's survey as a structure built after 1949.

Sentry Booth--Burwell Gate(B)(884): Built after the war, this wooden structure is used for gate security.

Lignum Vitae Tank(O)(811): By the east side of Building (59), this structure is of secondary use and built after the war.

Nuclear Repair Shop(B)(856): Installed after World War II.

Canteen(B)(560): Located against the north side of Building (58), it was constructed in 1945 as a bank building and now serves as a canteen. It was modified several times after the war.

PERA Offices(B)(551): Located at the west side of Building (78), it was constructed as an annex to the Administration Building (78). Although built in 1943, it is subordinate to the Administration Building and of secondary interest.

Waterfront Support Facility(B)(879): Deleted from the Navy's survey as a structure built after World War II.

Toolroom #3(B)(438): Located east of Drydock #2 at its south end, this building was constructed in 1936 and served in the war as a tool storage and issue building. It has always functioned in a minor role at the yard.

Sewage Lift No. 7(S)(807): Located at the sea wall near the northeast base of Pier #5, this feature was deleted from the Navy's survey as a facility built after the war.

Sewage Lift No. 8(S)(808): Located at the southeast corner of Building #58, it was deleted from the Navy's survey as of post-historic construction.

Latrine(S)(421): Located at the northwest corner of Building (106) it is of secondary importance.

Utilities Shop Building(B)(52): Located east of the lower east side of Drydock #1, it consisted originally of a small brick pumphouse constructed in 1896 to service the flooding and drainage tunnels of Drydock #1. It was added to in 1899 and 1928 with extensions housing secondary functions. Taken as a whole, the building is non-contributing. If the original pumphouse is still intact and free-standing within the larger structure, then the pumphouse should be regarded as a contributing facility.

Waterfront Office(B)(482): Located along the sea wall at the mouth of Drydock #1, this structure was built in 1941 as a latrine.

Waterfront Office(B)(529): In the same location as Building (482), it was constructed in 1943 as a women's latrine.

Waterfront Office(B)(585): Built in 1947.

Second Ring of Crane Rail--Drydock #5(S): This is the later ring of crane rail installed in 1955.

Ringer Crane Foundation(S)(848): Located on the west side of Drydock #5, this structure was deleted from the Navy's survey as having been built after 1949.

Waterfront Support Facility(B)(580): Located at the south end of Pier #3, it was not constructed until 1947.

Radiological Control Building(B)(839): A multi-story metal building located on Pier #6, it was constructed in 1968.

Acetylene Loading Facility(B)(578): Located against the east side of Building (460), this is a lean-to-covered shed with no sidewalls. The roof is membrane roofing with a slight pitch. It was constructed in 1944. Despite its date, it has been moved from its original location and reduced in size, hence loosing its integrity. It is not a primary-use structure.

Shot Blast Building(B)(825): Located at the south side of Building (460), it was constructed in 1947. It is used for sand blasting and is built of timber.

Kitsap Federal Credit Union Cash Machine(O)(945): Located at the southwest corner of Building (427), it is a recent installation.

Lead working Facility(B)(946): Located between Building (46) and Drydock #3 (703), it is a recently constructed building.

The following TLD Stations are recent installations:

TLD Issue Station No. 1(B)(947): Located to the west of the base of Pier #6(716).

TLD Issue Station No. 2(B)(948): Located at the southwest corner of Building (551).

TLD Issue Station No. 3(B)(949): Located at the southwest corner of Drydock #4(704).

TLD Issue Station No. 4(B)(950): Located at the southwest corner of Building(50).

Substation B(S)(952): Located to the northeast of the north end of Drydock #3(703), it is a recent installation.

Substation B(S)(952): Located between Drydock #1(701) and Building(106), it is a recent construction.

Storage Building(B)(965): Located south of Building(856), it was recently constructed.

RELATIONSHIP OF NON-CONTRIBUTING TO CONTRIBUTING RESOURCES

While the 49 non-contributing resources constitute 43% of the 113 total resources identified in the historic district, that relatively high percentage is deceptive. The non-contributing resources occupy less than 8 acres, or only 4%, of the 189 acres with the district.

In addition to this historic district, which encompasses the primary industrial features of the yard, the naval shipyard contains four other districts listed on the National Register on July 16, 1990:

1. Officers' Row;
2. Old Puget Sound Radio Station Historic District;
3. Old Naval Hospital Historic District; and
4. Old Marine Reservation Historic District.

Together, these five units constitute a comprehensive representation of the significant features at the naval shipyard.

8. STATEMENT OF SIGNIFICANCE

Certifying official has considered the significance of this property in relation to other properties: Nationally: X Statewide: ___ Locally: ___

Applicable National Register Criteria: A X B ___ C ___ D ___

Criteria Considerations (Exceptions): A ___ B ___ C ___ D ___ E ___ F ___ G ___

NHL Criteria: 1

NHL Theme(s): VIII. World War II
B. War in the Pacific

Areas of Significance:	Period(s) of Significance	Significant Dates
Military	1938-1945	

Significant Person(s): _____

Cultural Affiliation: N/A

Architect/Builder: _____

State Significance of Property, and Justify Criteria, Criteria Considerations, and Areas and Periods of Significance Noted Above.

SIGNIFICANCE[1]

Puget Sound Naval Shipyard was the principal repair establishment for battle-damaged battleships and aircraft carriers as well as smaller warships of the Pacific Fleet during World War II. Five of the eight battleships bombed at Pearl Harbor on December 7, 1941, were repaired at the shipyard and returned to sea. During the war, the navy yard repaired 26 battleships (some more than once), 18 aircraft carriers, 13 cruisers, and 79 destroyers.[2] In addition, 50 ships were built or fitted out at the yard. More than 30,000 workers built, fitted out, repaired, over-hauled or modernized 394 fighting ships between 1941 and 1945; Arizona's last (1941) refit/modernization was done here. War-time technological advances in radar, fire control, and armament were added to many of the ships at Puget Sound. The navy yard's contribution to the success of the Pacific Fleet from the first to the last day of the war was inestimable.

Puget Sound Naval Shipyard shares with Mare Island Naval Shipyard the distinction of epitomizing the rise of the United States to world power in the Pacific and thus on two oceans. While Mare Island was the Navy's first permanent installation on the Pacific coast, Puget Sound became the focus of attention because it was the only west coast yard capable of repairing battleships, the capital ships of the late 19th century, which emerged as the symbol and reality of naval power at that time.

Origins

As early as 1867, a board of army engineers, examining the West Coast for future defenses, recommended the establishment of a naval station and drydock in Puget Sound. In 1889, Capt. Alfred Thayer Mahan, USN, led a naval commission to examine the Pacific Northwest and Alaska for a navy yard site. The commissioners recommended Point Turner in Puget Sound, where the shipyard and Bremerton now stand. Because of political opposition from California and Oregon, Congress did not approve the site until 1891.[3] Later that year the Navy purchased 190 acres at a cost of

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[1] This statement of significance was taken from the National Register of Historic Places Inventory Nomination Form prepared by Erwin N. Thompson, August 9, 1984. Only minor changes were made.

[2] Thompson states that 31 battleships and 68 destroyers were repaired during the war. The Navy reports the numbers given in the text. Letter, F.S. Sterns to Dr. Bennie C. Keel, October 12, 1984.

[3] Letter, Sterns to Keel. The Navy states the date as 1891; Thompson reports it as 1896.

$9,513, mostly from a Seattle land speculator, William Bremer. Immediately, the Puget Sound Naval Station was commissioned. Construction of Drydock 1 began in 1892 and was completed in April 1896. The drydock, originally constructed mostly of wood but now of concrete, was 650′ long, 39′ deep, 130′ wide at the top and 67′ at the bottom. Cost of the project came to $750,000. On April 11, 1897, the first battleship, USS Oregon (no vessel hull number), docked at the station. Three years later, in 1902, the station was raised in rank and renamed Navy Yard Puget Sound. The Great White Fleet, returning home from its world cruise in 1908, arrived at the yard to refuel at the coaling station.

Drydock 2 was completed in 1913. Constructed with granite and concrete, the completed drydock was the largest in the US Navy at that time, being 827′ long and 145′ wide at the top. In 1917, before the United States entered World War I, the Navy Department decided to build ships at the yard. Drydock 3 was constructed for this purpose, although it was not completed until 1919. By the end of the war, the 6,500 workers at Bremerton had undertaken the construction of 42 vessels, including subchasers, submarines, mine sweepers, ocean tugs, and ammunition ships, in addition to 1,700 small boats. In 1918, the yard workers welcomed the visit of King George V of Great Britain and his son, the Prince of Wales. Between the two great wars, shipbuilding continued at a reduced rate. Light cruiser USS Louisville (CA-28) was launched in 1930 and cruiser USS Astoria (CA-34) in 1933. In the 1930s, Drydock 2 was enlarged to accommodate two new, then-colossal, carriers, Lexington (CV-2) and Saratoga (CV-3), the first fleet carriers in the U.S. Navy, both commissioned in 1927.[4]

World War II

Beginning in 1938 and extending into the early 1940s, Navy Yard Puget Sound underwent major improvements, including the construction of 1,000′-long Drydocks 4 and 5, which were sufficiently large for the new fast battleships then under construction. New quays, piers, and shop buildings were installed. Two double shipbuilding ways, no longer extant, were constructed for building escort vessels. When Japan attacked Pearl Harbor, battleship USS Colorado was at Bremerton undergoing modernization, thus escaping the enemy's bombs.

Five of the wounded veterans of Pearl Harbor arrived at Bremerton for repairs: battleships Tennessee (BB-43), Maryland (BB-46), Nevada (BB-36), California (BB-44), and West Virginia (BB-48). Tennessee received new 14-inch rifles for her main battery; old anti-aircraft guns were taken out and new 20mm and 40mm batteries installed; and the ship was completely overhauled and modernized. Nevada was extensively rebuilt and sailed from Puget Sound in time for the Aleutian campaign in 1943. California had been sunk

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[4] When a drought caused a shortage of hydro-electricity in Tacoma in 1929, Lexington arrived at Puget Sound Navy Yard to generate electricity for the city.

at Pearl Harbor. She was raised, her hull made watertight, and she arrived in Bremerton for repairs. California rejoined the battleline in January 1944. West Virginia, hit by six or seven torpedoes, took the longest to repair and did not join the fleet until July 1944, practically a new ship. In January 1944, Maryland and Colorado (BB-45) returned to Puget Sound for rebuilding. Both battleships were ready to take part in the assault on the Marianas later that year. Other well-known battleships that arrived at the yard during the war included Pennsylvania (BB-38), Washington (BB-56), New Jersey (BB-62), and South Dakota (BB-57).

In January 1942, a Japanese submarine hit carrier Saratoga with a torpedo near Oahu, Hawaii. She arrived at Bremerton for both repairs and modernization, her first wartime refit, including watertight integrity and additional armament. Workers swarmed over the ship in a valiant effort to get her ready for the Battle of Midway in June. They could not complete the work in time, and Saratoga missed the fight. Besides Saratoga, other carriers came to Puget Sound for repairs, including USS Enterprise (CV-6), Bunker Hill (CV-17), Franklin (CV-13), Ticonderoga (CV-14), Wasp (CV-7), and Lexington.

One of the more spectacular repair undertakings at Puget Sound involved cruiser Pittsburgh (CA-72). During a typhoon in the East China Sea, the cruiser lost the bow ahead of No. 1 gun turret. At Puget Sound an entire new bow was built and attached to the cruiser.

A reminder of the importance of the yard's mission came in a letter from Adm. Chester W. Nimitz in November 1942. He told all navy yards that the campaign in the Solomons hung in the balance and the issue could be determined by the speed with which damaged ships were returned to the fleet. He urged the yards to even greater efforts and more hours of work.

Another significant role was the repair of large numbers of ships badly damaged by kamikaze strikes as the US fleet pushed closer to, and finally into, Japanese waters. For example, the destroyer Lamson (DD-367) was hit by a kamikaze off Leyte on December 6, 1944; 25 men were killed and 54 men wounded, the superstructure from the forecastle deck up to the stacks was destroyed, and the forward fireroom flooded. In a typical Bremerton repair job, the yard replaced 90% of the superstructure, and did four times more work than was usually required for a complete electrical system overhaul between the end of January and mid-April 1945. As damage and losses mounted due to kamikaze attacks, fast and effective yard repair assumed an even more vital role.

By the end of the war, Navy Yard Puget Sound had repaired, overhauled, and modernized 344 fighting ships of all types. On August 12, 1944, President Franklin D. Roosevelt arrived at the yard onboard cruiser Indianapolis (CA-35). The cruiser was

floated into Drydock 2, where the President spoke to the workers, thanking them for their contribution to the war effort.

On December 1, 1945, the navy yard's name was changed to Puget Sound Naval Shipyard. After the war, the Naval Inactive Ship Maintenance Facility became a tenant at the shipyard. Until recently, USS Missouri (BB-63) was moored here, open to visitors. Inactive ships today include aircraft carriers, cruisers, destroyers, and submarines. Puget Sound Naval Shipyard has remained active since World War II. During the Korean War, it was engaged in a ship activation program. In 1957, construction of guided missile ships began. Since 1961, Puget Sound has been engaged in the repair of both conventional and nuclear-powered aircraft carriers, surface ships, and submarines.

9. MAJOR BIBLIOGRAPHICAL REFERENCES

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Morison, Samuel Eliot. The Rising Sun in the Pacific, 1931-April 1942. History of the United States Naval Operations in World War II, vol. 3. Boston: Little, Brown, 1982 reprint.

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_____. 13th Naval District. "General Correspondence of 13th Naval District and Components," and Puget Sound Naval Shipyard, "Correspondence Files, 1941-1946," both in Federal Archives and Records Center, Seattle, Washington.

Previous documentation on file (NPS):

___ Preliminary Determination of Individual Listing (36 CFR 67) has been requested.
___ Previously Listed in the National Register.
___ Previously Determined Eligible by the National Register.
___ Designated a National Historic Landmark.
___ Recorded by Historic American Buildings Survey: #_____
___ Recorded by Historic American Engineering Record: #_____

Primary Location of Additional Data:

___ State Historic Preservation Office
___ Other State Agency
_X_ Federal Agency
___ Local Government
___ University
_X_ Other: Specify Repository: Puget Sound Naval Shipyard, NAVFAC

10. GEOGRAPHICAL DATA

Acreage of Property: Approximately 189 acres.

UTM References:

	Zone	Easting	Northing		Zone	Easting	Northing
		~~528240~~				~~528240~~	
A	10	~~527940~~	5267820	**B**	10	~~527940~~	5267120
C	10	527260	5266560	**D**	10	527260	5267800

Verbal Boundary Description:

The boundary is shown as a broken line on figure 2 which is the yard map, "Puget Sound Naval Shipyard, Bremerton, Washington, August, 1989 (Revised October, 1990).

Beginning at the southwest corner of Facility (713)(Pier 3) extend a line due west about 400′; then north 1680′ passing along the east face of Facility (880) to a point along the north edge of Farragut Avenue; then northeast and east along that edge for about 1300′; then north along a line passing along the west face of Facility (469) about 370′ to its northwest corner; then east along the north face of Facility 469 to its northeast corner; then south along the east face of Facility (469) for about 60′; then east along a line passing between Facilities (461)/(500) and (427) for a distance of about 400′; then north along the east face of Facility (500) for a distance of about 290′ to the enclosure along Burwell Street; then east along the enclosure for a distance of about 550′ to the Burwell Street Gate; then south along a line passing between Facilities (107) and (147) for a distance of about 570′ to the north edge of Farragut Avenue; then east along the line of the north edge of Farragut Avenue extended along the south face of Facility (609) to its southeast corner for a distance of about 740′; then south along a line extended along the east face of Facility (460) to its southeast corner; then continue south to the northeast corner of Facility (862); then west along a line running along the north face of Facilities (862) and (495) to the northwest corner of Facility (495) a distance of about 460′; then south along the west face of Facility (495) extended to the north face of Facility (734), a distance of about 175′; then east along the north face of Facility (734) to its northeast corner; then south along the east face of Facility (734) extending that line along the west face of Facility (718)(Pier 8) further extended to its intersection with pierhead line established February 12, 1962; then southwest along the pierhead line about 1000′; then west about 1230′ along the south face of Facility (713) (Pier 3) to the point of the beginning.

Boundary Justification:

The national historical significance of the Puget Sound Naval Shipyard relates primarily to its use in World War II as a heavy industrial complex for repair and construction of large warships. Thus, the boundary was drawn to confine the historic district to the primary facilities which serviced the ships during the war, rather than those which functioned in an indirect and subordinate capacity. For this reason, the district is a concentration of the piers, drydocks, and the primary shipfitting and repair shops, while residential and other minor support facilities were excluded. Some minor facilities are within the boundary because there is no practical way to exclude them. These have been identified as non-contributing resources.

11. FORM PREPARED BY

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Date: December 20, 1990

FIGURE 1: The following is a simplified list of contributing resources within the Puget Sound Naval Shipyard landmark district:

CONTRIBUTING FEATURES

	Structures		Buildings	
1.	(S)701	Drydock #1		
2.	(S)754	Tunnel		
3.	(S)787	Tunnel		
4.	(S)760	Tunnel		
5.			(B)168	Pumpwell Building
6.			(B) 52	1896 Pumphouse
7.	(S)702	Drydock #2		
8.	(S)755	Tunnel		
9.	(S)761	Tunnel		
10.	(S)703	Drydock #3		
11.	(S)773	Pumpwell North Section		
12.	(S)357	Pumpwell South End		
13.	(S)753	Tunnel		
14.	(S)704	Drydock #4		
15.	(S)756	Tunnel		
16.	(S)693	Quaywall		
17.	(S)694	Quaywall		
18.	(S)705	Drydock #5		
19.	(S)756	Tunnel		
20.	(S)762	Tunnel		
21.	(S)713	Pier #3		
22.			(B)539	Electric Substation
23.	(S)714	Pier #4		
24.	(S)***	Traveling Gantry Crane		
25.			(B)408	Electric Substation
26.	(S)715	Pier #5		
27.			(B)407	Electric Substation
28.			(B)554	Electric Substation
29.			(B)555	Electric Substation
30.	(S)716	Pier #6		
31.	(S)709	Crane #28		
32.			(B)420	Electric Substation
33.			(B)507	Electric Substation
34.			(B)508	Electric Substation
35.	(S)717	Pier #7		
36.			(B)734	Electric Substation
37.	(S)***	Light Standard		
38.			(B)431	Machine, Director, and Central Tool Shop
39.			(B)147	Foundry
40.			(B)427	Electrical Shop
41.			(B)469	Inside Machine Shop/Heavy Forge Shop
42.			(B)460	Shipfitter and Welder Shop
43.			(B) 59	Pattern Shop
44.			(B) 58	Maintenance Ships/Miscellaneous Construction and Repair Shop

45.			(B)	452	Forge Shop
46.			(B)	78	Old Administration Building and Storage
47.			(B)	106	Central Power Plant
48.	(S)	759 Tunnel			
49.			(B)	50	Waterfront Support Facility
50.	(S)	22 Drydock Portal Crane			
51.	(S)	34 Drydock Portal Crane			
52.	(S)	42 Drydock Portal Crane			
53.	(S)	43 Drydock Portal Crane			
54.	(S)	50 Drydock Portal Crane			
55.	(S)	51 Drydock Portal Crane			
56.	(S)	53 Drydock Portal Crane			
57.	(S)	54 Drydock Portal Crane			
58.	(S)	55 Drydock Portal Crane			
59.	(S)	56 Drydock Portal Crane			
60.	(S)	57 Drydock Portal Crane			
61.	(S)	74 Drydock Portal Crane			
62.	(S)	75 Drydock Portal Crane			
63.	(S)	*** Crane Track			
64.	(S)	*** Rail Track			

NOTE: *** = No Facility Number